

Inside Seven

CALTRANS IMPROVES MOBILITY ACROSS CALIFORNIA

GRAY DAVIS, GOVERNOR

MARIA CONTRERAS-SWEET, SECRETARY OF BUSINESS, TRANSPORTATION AND HOUSING AGENCY

JEFF MORALES, DIRECTOR

ROBERT W. SASSAMAN, DISTRICT 7 DIRECTOR

MAY 2001



Inside Seven - a District 7 Edition of the CT News

CALTRANS' NEW "GREEN FLEET" HITS THE ROAD

The New Environmentally-Friendly Vehicles are Coming to a Freeway Near You

By Margie Tiritilli



Photo courtesy of Los Angeles Times by Boris Yaro

Part of the new Caltrans "Green Fleet" moves out of Equipment Shop 7 and hits the road for the first time onto Vineland Avenue after an April 18 press conference announces the new environmentally-friendly sweepers.

Caltrans unveiled 23 new, high-tech freeway sweepers and two-ton cargo trucks at an April 18 ceremony in Los Angeles. The environmentally-friendly, dust-eating freeway sweepers and two-ton "Clean Air Fuel Vehicle" cargo trucks were introduced at District 7's Equipment Shop 7 just in time for Earth Day, recognized across the country during the weekend of April 21 and 22. Reporters from KABC Channel 7's *Eyewitness News*, the *Los Angeles Times* and other members of the media were present when the parade of new vehicles

were proudly put on display and hit the road for the very first time.

Known informally as the "Green Fleet," the new sweepers and trucks feature a dust-control system; an on-board electronic engine control module to control the fuel injected diesel engine to help meet required emission laws; high efficiency pick-up brooms; a high-dump hopper to contain material; and a better water spray system. The sweepers are PM10 compliant, which means the release of dust from sweeping will be reduced to a requirement of 10 parts per million into

the atmosphere. In addition to the above, the sweepers each have a training seat which will allow the operator to provide hands-on instruction for future users. The sweepers cost \$139,000 each.

Michael Miles, Deputy District Director of Maintenance said, "The trademark orange vehicles with the distinctive blue/green "CT" logo are being phased out in order to enhance visibility and to upgrade equipment for environmental purposes. The new vehicles are white

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THE DIRECTOR'S CHAIR

As you may recall in our last issue of *Inside Seven*, Caltrans won a prestigious national award for the San Bernardino Freeway (I-10) Long Life concrete pavement improvement project. One of this month's articles features a new Long Life asphalt project on the Long Beach Freeway (I-710) between Pacific Coast Highway (1) and the San Diego Freeway (I-405) – the first of its kind. As we all know, I-710 is a very important freeway and the main access between the Ports of Long Beach and Los Angeles and handles very heavy truck traffic. Even with the future opening of the Alameda Corridor, which will handle a great deal of cargo by rail, as the ports continue to grow we anticipate that a growth in truck traffic will follow. This long-life asphalt pilot improvement project is yet another innovative concept developed to show that our pavement can be built stronger and last longer.

The "greening of our fleet" is very important as Caltrans takes the lead again, as we have so many times in the past, in air quality issues in the Los Angeles Basin and throughout California. The "greening of our fleet" refers to our brand new equipment specially designed to operate with low-sulfur diesel fuel and reduced emissions. In addition, our new freeway sweepers are built with a special vacuum system and water spray that does not raise dust while doing the hard work of cleaning our freeways and highways. This is not just a District 7 accomplishment, but something occurring throughout California with Caltrans' equipment. We are not just talking about improving air quality – we are doing something about it! Our fleet is also changing color to white with an orange reflectorized stripe; and our vests are changing to a chartreuse color – all in an effort to enhance safety and improve visibility for our workers. Caltrans is always looking for new and better ways to improve air quality for the residents of California while promoting safety for our workers.

Some administrative changes have taken place recently, one of which is that statewide, the title of "Division Chief" has been changed to "Deputy District Director." Secondly, the office of Environmental Planning is now at the Deputy level, making Ron Kosinski the new Deputy District Director. Ron's many years of experience has prepared him well for his new position. In addition, Rose Casey has been selected as Deputy District Director for Planning, Public Transportation and Local Assistance. Rose brings a broad background that covers three

different districts in her career. The executive team is looking forward to working with Ron and Rose as we face the challenging issues we have before us. Welcome Ron and Rose in your new posts!

Everyone is concerned about the ongoing changes at the District Office Building (DOB). With the summer months approaching, we are in the process of moving as many employees as possible in order to help decrease the electric load on the building. By the time you read this, we should have moved 200 employees out of this facility, with another 200 slated to move around mid-July. Some are already telecommuting and more will be. I want to thank everyone for enduring this move and the changes we are facing together. The 200 employees which should be relocated by mid-July, will be moving into leased space pending approvals. By September 1 we are hoping to have additional leased space for about 400 more employees. At that time another 200 people from this building, plus those that are telecommuting, will also be moved into that leased space. I realize it has not been easy, but these changes are necessary with the demand for additional air conditioning just around the corner. Our brand new DOB is still on schedule with a move-in date slated for 2004 – and that is not very far away. Our sparkling new facility will be an energy-efficient, state-of-the-art building that everyone will be very proud of. Together, we have much to look forward to with our new office building on the horizon. Again, I want to thank you all for your ongoing patience and for enduring the challenges during this transition period. •

A handwritten signature in black ink, appearing to read "R. W. Sassaman".

ROBERT W. SASSAMAN
District Director



Celebrating I-710 Renewal

Press Conference Kicks Off Rehabilitation for the Long Beach Freeway (I-710)

By Patricia Reid

"How sweet it is!" Assemblyman Alan Lowenthal enthusiastically exclaimed at the recent kick-off press conference held at Long Beach City Hall Council Chambers for the massive, Long Beach Freeway (I-710) rehabilitation project. He went on to say Long Beach residents had been waiting a long time for I-710 to get repaved and he complimented Caltrans for getting started. He described the Long Beach Freeway as vitally important and as the "grand entrance" into the city of Long Beach.

"The Chamber applauds Caltrans' efforts to upgrade the 710 Freeway," said Mike Murray, Chairman of the Long Beach Area Chamber of Commerce. "This is a critical beginning to repair an artery that is vital for the future of Long Beach. This repairing effort will enhance the business climate in Long Beach by improving the access to the downtown business district, the Port of Long Beach and some of Long Beach's key attractions."

Dr. Geraldine Knatz, Director of Development for the Port of Long Beach, noted that 70% of all traffic moving in and out of the Port complex uses the Long Beach Freeway. "Whether you buy shoes and clothing in Long Beach or you drive all the way to an outlet mall in the desert, the goods in those stores traveled up the Long Beach Freeway. This freeway is our lifeline to the region. It's not only important to the Port, but every citizen in the region whether they realize it or not, depends on it," Dr. Knatz said.

The 11 speakers all underscored the urgent need to reconstruct the I-710. Deputy District Director for External Affairs Deborah Robertson, served as Mistress of Ceremonies. District 7 Chief Deputy Director Doug Failing, said, "We're enthusiastic about the pilot project that is underway to test new, longer-lasting asphalt paving methods. This is



Members of the news media including television, newspaper and radio cover the I-710 renewal press conference.

the first time these innovative asphalt paving methods will be used on a California freeway.

"Caltrans partnered with the asphalt industry to develop new asphalt paving methods with the potential to extend the life of freeway pavement from 10 years to 30-40 years. The longer life expectancy will benefit motorists because they will experience less frequent traffic disruptions for pavement repair."

Failing also mentioned that a similar concrete pilot project was recently done on the San Bernardino Freeway (10) in Pomona. That very successful project featured the first use of the 55-hour weekend closure technique. He mentioned that "Caltrans owes that success to our partners like the Automobile Club of Southern California, the California Trucking Association and others." He said, "We look forward to repeating that success in Long Beach."

Kevin Herritt, Chief, Caltrans Office of Pavement Design, traveled from Sacramento to give information about Caltrans' Long-Life Pavement Task Force

and about the new, longer-lasting asphalt paving materials. He said the committee has been working since 1998 on this "showcase" project that is breaking tradition from the way Caltrans usually does freeway paving projects. This innovative project is an opportunity to showcase the various advantages of the new asphalt material. Professor Carl Monismith from the University of California at Berkeley's Pavement Research Center talked about the history of the research program that is providing a very significant step forward in asphalt technology. He noted that countries around the world have similar paving problems and are paying close attention to this pavement project.

A banner headline reading "Project Irons Out 710's Wrinkles" ran on the front page of the *Long Beach Press Telegram*. A large, colored photo showing Long Beach Vice Mayor Dan Baker standing in front of a large Caltrans banner with the 710 campaign slogan "Celebrating I-710 Renewal" was included.

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Photo courtesy of Press Telegram, Long Beach, California

At her Caltrans office in Downtown Los Angeles, Amanda De Jesus displays a photo of her son during the early days of his detainment in China.

Welcome Home Joe!

Joe Edmunds, Son of Caltrans Attorney, Was Among U. S. Navy Crew Held in China

Mother's Day had a special meaning this year for Caltrans Deputy Attorney Amanda De Jesus. It was on April 12 when her son, Josef (Joe) Edmunds was finally released after 11 days in Chinese detention. Edmunds was among a crew of 24 aboard a United States Navy surveillance EP-3 plane which collided April 1 in mid-air with a Chinese jet fighter plane over the South China Sea.

Edmunds, 30, a cryptographer and Chinese interpreter, has been in the Navy for eight years and was stationed in Misawa, Japan. He and his crew were on a routine reconnaissance mission at the time of the collision when their aircraft was forced to land at Lingshui Base on Hainan Island. De Jesus, a Long Beach resident, described her son as "a very courageous young man who always loved the idea of putting on a uniform and standing up for his country."

De Jesus, her husband Alfredo and oldest son, Kelly, waited anxiously for word from Edmunds. To say the least, the family endured a very difficult situation and are extremely grateful that Edmunds is back home, safe and sound. She said that the support from co-workers helped. "I am very grateful to have my Caltrans job," said De Jesus. "It has kept me busy throughout these past weeks when I was extremely stressed and worried. And I have received a tremendous amount of support from the people at Caltrans. I am very impressed by everyone here."

All along De Jesus said she had confidence that everything would eventually be worked out. And finally, after eleven days in captivity, the United States and China reached an agreement and Edmunds and his crewmembers were headed home. When his plane first touched down in Guam, Edmunds placed a telephone call to his fiancé, Sondra, and proposed marriage to her on nation-

al television, unaware that the media would be present and the cameras rolling. Then on to Honolulu where he and his 24 crewmates were treated to a heroes' welcome at Hickam Air Force Base. He and Sondra were happily married May 12. Edmunds has a one-year-old child with his wife, and three children from a previous marriage.

Edmunds plans to travel back to Japan and then he hopes to be transferred stateside where family and friends are not so far away. He said that all 24 crew members were amazed at the amount of support they received. "My entire crew and myself were overwhelmed and humbled by the support from the American people and our United States Government," he said.

"The blessing of this ordeal is that I have learned that when something like this happens you realize how truly blessed you are to have a child and to hug them every day," added De Jesus. She also sends a heartfelt "thank you" to everyone at Caltrans who was there to support her and her family in their time of need. "Thanks so much to all of my co-workers who have all been so wonderful and understanding. Caltrans has been very good to me."

It was a rare treat when, on April 26, De Jesus brought Edmunds to Caltrans on national "Bring a Child to Work Day." Her friends and co-workers were able to finally meet the real-life

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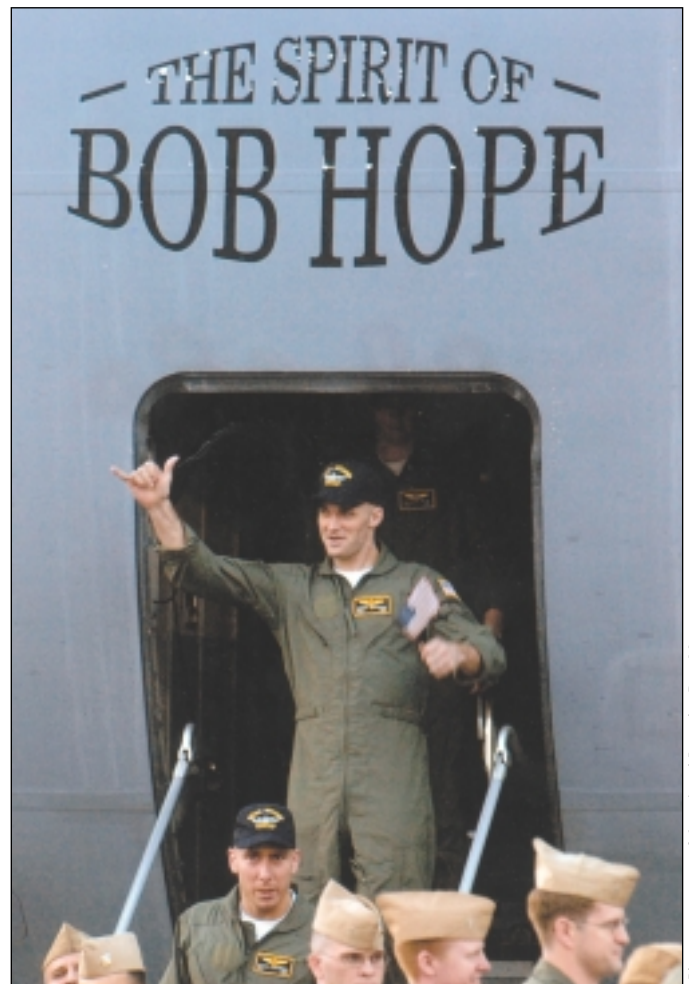


Photo courtesy of Associated Press by Ben Margot

Joe Edmunds waves to the homecoming crowd as he and his released crewmembers disembark "The Spirit of Bob Hope" aircraft at Hickam Air Force Base in Honolulu.

Caltrans Geologist And Archaeologist Dive Into Their Work

As a Caltrans Senior Engineering Geologist, Gustavo Ortega usually has his hands full. Among his many responsibilities are organizing, planning and directing engineering geological studies and investigations for District 7. He also provides professional and technical advice to Caltrans' southern districts when responding to emergency calls during earthquake reconstruction, storm damage periods (including landslides, rock falls, slope stability analysis, etc.) and ongoing construction projects. If that weren't enough to keep him busy, he also provides geologic support for other branches when required including Legal, Project Development, Project Management, Permits, Environmental Planning and Right of Way, to name a few. So how did this busy man find time to work on an amazing, once-in-a-lifetime geological expedition to Ecuador recently? Well, if you ask Ortega, he might simply say that he dove right into it!

This past April, Ortega's friend, Jack Hunter, a Caltrans District 5 Marine Archaeologist with a specialty in underwater investigations, was invited by Cal State University at Long Beach to assist the Ecuadorians in a field investigation of the legend of a sunken city to investigate some undersea "walls" associated with a reef called the Bajos de Santa Marta, Manabi Province, located four kilometers off the city of Bahia de Caraquez in Ecuador. Many people believe that the submerged "walls" are part of an ancient civilization.

Hunter was sent a videotape of some of the underwater features for his review. Realizing that if these walls were not cultural, then they were geologic and he would need a geologist to document that aspect. He requested that he be teamed with an Ecuadorian geologist for the investigation. A diving geologist was unavailable in Ecuador at that time and Hunter was asked to bring his own. "I needed a geologist," Hunter recalled. "O.K," he



Three brave explorers and an Ecuadorian sunset. Left to right: Caltrans District 5 Archaeologist Jack Hunter; Gary Clohan, Professor of Geology, University of the Rockies, Canada; and Caltrans District 7 Geologist Gustavo Ortega on an Ecuadorian odyssey at sunset.

thought. "I know some of them, but I needed one who dives and furthermore, I needed one who speaks scientific Spanish." Hunter hadn't spoken with Gustavo for nine years but went straight to email, explained the situation and asked him if he were interested. And Gustavo responded, "Let's go for it!"

The preliminary investigation included background research followed by three days of scuba diving, mapping, sample collecting and subsequent analysis. Even though Ortega explained that the diving conditions were challenging due to poor visibility, difficult surf and tidal considerations, he also said, "It was an extremely interesting project to be involved in. We worked with really nice people and even though we accomplished a lot of work, we also had a lot of fun scuba diving."

Hunter noted that Ecuador's neighboring country to the south, Peru, gets three to five million tourists a year. Ecuador gets only a few thousand and most of them are passing through on their way to the Galapagos Islands. "Ecuador would like to develop some of their fine mainland natural resources into Eco-tourist destinations also," said Hunter. "This includes archaeological sites and among them some locations along the Manabi Coast which include the legend of the sunken city at Bahia de Caraquez."

As a result of their expedition, Ortega and Hunter observed several of the underwater wall-like formations. Samples of different wall features were collected. The materials of the walls appear to be of a calcareous sandstone nature. Representative pieces were left with the earth sciences department of Escuela Superior Politecnica Del Litoral (ESPOL), or Litoral Polytechnic Superior School, for further analysis and classification. And based on their limited examination and sampling under adverse



Caltrans Geologist Gustavo Ortega (center waving) and members of the Ecuadorian Navy gear up for an underwater adventure.

I-710 Renewal

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ed with the article. *Los Angeles Times* transportation reporter Doug Shuit also ran a major article and map titled "710 Overhaul." Television reporters from KNBC, KABC, KCAL and KTLA filmed the press conference and Bill Cooper from KFVB radio and Jennifer Bauman from KFI interviewed speakers. Articles about the project also ran in several smaller, Long Beach weekly newspapers.

Ray Mellon, Public Affairs Manager of the Automobile Club, said the I-10 pilot project was successful because, "Everyone understood the need to take alternate routes during the 55-hour weekend closure."

Work began on March 25 on the \$16.7-million contract to rehabilitate a 2.5-mile stretch of I-710 between Pacific Coast Highway (1) and the San Diego Freeway (I-405). Excel Paving of Long Beach is the contractor and Joseph Tehrani is Caltrans' Resident Engineer. Completion on this first reconstruction contract is targeted for summer, 2002.

The press conference kicked off an extensive public outreach campaign that will continue throughout the duration of the project to notify motorists, residents and businesses about the work and to ask them to use suggested alternate routes.

In addition, press releases, fact sheets, flyers and detour maps have been and will be distributed over the course of the project. Presentations to local businesses and organizations are another key element that has helped to make this project successful. Caltrans Graphic Designer Monica Murillo designed the logo and banner, and Marc Wong in Graphic Arts created an I-710 web site at www.dot.ca.gov/dist07/710_rehab. The City of Long Beach Homepage has a link to this web site.

A series of 10 extended (55-hour) weekend closures are scheduled to begin in the spring, 2002. At that time, all of the existing concrete pavement will be overlaid in both directions with nine inches of new, longer-life, asphalt pavement. During the weekend closures, traffic on the closed portion will be detoured to the other side of the freeway through the use of moveable barriers, which will make it possible to provide two open lanes of traffic in each direction throughout the extended weekends.

I-710 is 43-years old and heavily traveled with 220,000 vehicles per day. Big-rig trucks carrying cargo from the Ports of Long Beach and Los Angeles account for 13 percent of the total traffic. The I-710 has been designated as a statewide corridor of economic significance, which means it is bearing a great deal of the

goods movement for this region. Caltrans has committed to investing \$400 million to rehabilitate 20 miles of pavement from Pacific Coast Highway to the San Bernardino Freeway (I-10). All contracts are scheduled for completion by the end of 2007. •

Geologist

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conditions, it is their belief that "...no new evidence was observed at this time to indicate human influence regarding the construction of the wall-like structures." "However," Ortega added, "the general form and orientation of these features remains an intriguing situation, and in particular, the 90-degree intersections require further investigation in order to adequately make a conclusion as to their origin."

Hunter also noted that one can easily see the reason for the persistent legend of a sunken city off that part of the coast. "These underwater 'walls' and the shadows they cast would look very much like submerged ruins when the sun and water visibility were optimal. While we found no cultural material in our brief examination of a small portion of them, that is not to say that generations of prehistoric shell divers, fisherman and other maritime travelers did not leave artifacts of scientific interest behind to be investigated."

The next effort on behalf of the "walls of Santa Marta" will be to perform a remote sensing survey offshore with side-scan sonar to map the extent of these interesting features. Hunter said that he and Gustavo will continue to assist the Ecuadorians in that research, as well as other geological and archaeological locations known to them. "They are very gracious in allowing our participation. We hope to be of continued use to them."

The two explorers believe that future study will benefit the country as they investigate the underwater region further. Speaking for the two divers, Ortega said, "For the people of Bahia and the country of Ecuador, we firmly believe that this and future studies will result in many positive ramifications in the areas of archaeology, geology, social anthropology and tourism."

Thanks to Gustavo Ortega and Jack Hunter for sharing their amazing story — and for "diving" into their work to help



Caltrans Chief Deputy Doug Failing is interviewed by KFI radio reporter Jennifer Bauman at the I-710 rehabilitation press conference.

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Green Fleet

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with a reflectorized orange stripe running along the side. The equipment will carry both the Caltrans 'CT' logo and one noting a 'Clean Air Vehicle' as part of 'greening' our fleet." Over the next five years, Caltrans will convert the department's statewide 14,000-piece equipment fleet to clean burning fuels.

As for the new 15,300-pound two-ton cargo trucks, they have been designed to use low-sulfur diesel fuel in combination with an exhaust particulate trap that helps to reduce particulate emissions to 15 parts per million into the atmosphere. The trucks will be used to pick up litter and debris as well as serve as barriers during freeway sweeping. Currently, District 7 has taken delivery of four of these vehicles and expects to receive two more. The cost of each of these trucks was \$59,000.

"Caltrans' Division of Equipment intends to be proactive in reducing its mobile equipment emissions," said Alex Cajina, Shop 7 Superintendent. "We consistently exceed all federal, state and local air quality requirements. As the largest and most diverse mobile fleet operator in state government, Caltrans will set the example for the use of emerging technologies that help us do our job better and promote clean air for California."

To date, 23 sweepers have been delivered to District 7 with another seven expected shortly. The new sweepers will see duty throughout Los Angeles and Ventura Counties, where District 7 is responsible for maintaining nearly 1,200 miles of freeways and conventional highways.

Caltrans Maintenance crews performed an amazing array of tasks in 2000. Among those were the following involving litter and debris removal: 61,000 lane miles were swept to clear debris at a cost of \$3.5 million and 46,630 cubic feet of litter was picked up at a cost of \$4.4 million.

Caltrans' sweepers aren't the only way litter is removed from highways. In Los Angeles and Ventura Counties 320 Adopt-A-Highway groups remove litter annually. And statewide, Adopt-A-Highway participants number 50,000 from 4,728 groups. These dedicated volunteers clean



Deputy District Director for Maintenance, Mike Miles, hands over the keys to a brand new "Green Fleet" sweeper to Patrick Joyce, Equipment Operator, Hollywood Road Crew, as he takes it out for duty for the first time.

8,000 miles of California's roadsides several times a year and fill 28.5 million bags with litter. This represents more than 61% of all highway roadside litter. Adopt-A-Highway volunteers have saved California taxpayers an estimated \$15 million yearly in labor. In addition, Caltrans spends \$18.3 million annually to remove and dispose of litter. And for Caltrans workers, litter can be a matter of life and death.

Highway workers and volunteers are just a breath away from live traffic as they work to remove cigarettes, fast food items, plastic bags, candy wrappers, soft-drink bottles and cans, paper bags, clothes, newspapers, magazines, motor oil and anti-freeze containers, tires, diapers boxes and more. For the safety of workers and volunteers, Caltrans is asking motorists to please "SLOW FOR THE CONE ZONE" when entering construction and maintenance sites.

California, the "Golden State," is a treasure. Home of the magnificent Redwood Forest, High Sierras, blue Pacific Ocean, farmlands and desert sands — California has it all. Even trash! But everyone can do their part. The "great outdoors" is not a dumping ground for garbage. Please don't tarnish the Golden State. Along with the new "Green Fleet," help Caltrans workers and the thousands of Adopt-A-Highway volunteers — think "Trash in the Bins," — then do it! •

Edmunds

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hero and Edmunds had the chance to greet his mother's supporters. "Part of my reason for bringing Joe to the 'Bring A Child to Work Day' at Caltrans was that he wanted to thank Caltrans' employees, and especially Los Angeles Legal staff and attorneys who had been so supportive of me and him, including some who had focused prayer groups on bringing him home safely when he was being detained in China," De Jesus said. Edmunds also shared heartfelt handshakes with former Caltrans sailors Larry Danielson and Bob Schoenburg and thanked Caltrans National Guard members for their support. Edmunds said, "I would like to express my gratitude for the prayers and well wishes from the entire Caltrans family. God Bless America, the United States Navy and Caltrans!"

Caltrans is extremely proud to have Joe Edmunds as part of the Caltrans "family." All the best to the De Jesus and Edmunds families. •

Geologist

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others. Caltrans would also like to thank anthropologist Denise Cucurny, expedition coordinator from Cal State Long Beach, for the invitation to participate in such a fascinating project. •

What's **Cookin' At Caltrans**

From March through May, thousands upon thousands of beautiful, orange California poppies blanket the Southern California landscape from Mojave to Borrego Springs.

CALIFORNIA POPPY COFFEE CAKE

From the *Ghirardelli Original Chocolate Cookbook*

Coffee Cake

3/4 cup sugar
1/2 cup milk, scalded
2 eggs
1/2 teaspoon salt
1/2 teaspoon ground cardamom
1/2 cup butter or margarine, softened
4-1/2 cups unsifted flour
2 packages active dry yeast
1/2 cup warm water

Chocolate Filling

1/3 cup poppy seeds
1/4 cup milk
1/2 teaspoon cinnamon
1 6-oz. pkg. Ghirardelli semi-sweet chocolate chips

Crumb Topping

1/4 cup flour
1/4 cup sugar
1/4 cup butter or margarine
1/3 cup sliced almonds
1 teaspoon cinnamon

Coffee Cake: In large bowl, combine sugar, scalded milk, eggs, salt and cardamom; beat until smooth. Add butter and 2 cups flour; beat until smooth. Sprinkle yeast into warm water; stir until dissolved. Add yeast liquid and 1 cup flour to dough; beat 3 minutes. Work in remaining 1-1/2 cups flour. Cover; let rise in warm place until doubled, about 1-1/2 hours. Punch down dough; turn out and kneed lightly on floured board. Roll into rectangle. Spread dough with Chocolate Filling and sprinkle with poppy seeds. Roll up, as for a jelly roll, starting with wide end. Place seam side down on greased baking sheet. Shape into ring and press ends together. Cut 2-inch slices and alternate slices to form a fan ring. Sprinkle with crumb topping. Cover and let rise one hour until doubled in bulk. Bake at 350 degrees for 30-35 minutes. Serve warm or cold.

Chocolate Filling: Melt chocolate chips with milk and cinnamon; stir until smooth. Reserve poppy seeds.

Crumb Topping: Combine flour, sugar, butter and cinnamon; mix with fork until crumbly and toss with nuts.



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